



Continuing the City's Capital Infrastructure Plan

Mayor Miro Weinberger

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Continuing the City of Burlington's Capital Infrastructure Plan

An Infrastructure Plan for a Rising City

- **March 2014 – Mayor initiates first Capital Plan**
- **April 2015 – First draft is approved**
- **September 2016 – Capital Plan Approved by City Council**
- **November 2016 – Voters approved Sustainable Infrastructure GO Bond**
- **June 2021 – First 5 Years are completed**
 - ✓ **Reinvigorating the Greenway**
 - ✓ **Improving sidewalks and roads; and**
 - ✓ **Renovating many of the municipal buildings.**
 - ✓ **Each project considers its impact on the City's NetZero Energy goal.**



The First 5 Years

- ✓ Improved over 14 miles of sidewalks
- ✓ Installed new bike lanes on key corridors, improved intersections, and secured funds for 2 path connections per planBTV Walk/Bike
- ✓ Doubled our street reinvestment – From \$1M/year to \$2M/year
- ✓ Rehabilitated 7 miles (90%) of the bike path
- ✓ Created a new Parks Facilities maintenance building which helps keep our parks in better condition
- ✓ Improved multiple city building envelopes with insulation, new roofs, and new HVAC systems to improve efficiency and reduce costs
- ✓ Improved our IT infrastructure and the services we are able to provide to citizens – e.g. hybrid meeting system
- ✓ Implemented electronic door systems, improving security in city buildings



The First 5 Years

- ✓ Replaced the old city video security systems with a new single system tied to the city dispatch team
- ✓ Created an Asset Management Committee, implementing a software platform to better manage our assets and reduce costs
- ✓ Improved our plan to include more infrastructure for Public Safety
- ✓ Completed renovations at 645 Pine Street and City Hall to improve security and public services
- ✓ Created a Capital Committee to ensure best use of resources
- ✓ Set up and implemented a Fleet Committee to ensure move toward financial and environmental sustainability, replacing 28% of our vehicles in the last 5 years



Is it the right time for another General Obligation Bond?

The City's infrastructure investments needs are over \$151M over the next 3 years.

- We have decades of deferred maintenance to catch up on.
- The FY22 Budget survey showed strong support of infrastructure.
- It will better position the City for opportunities to receive Federal Infrastructure, ARPA, and State Climate and Infrastructure funding.
- The cost of borrowing is currently low, but future changes to interest rates is uncertain as the recovery continues.
- The pandemic has set our infrastructure planning back by 1 year, delaying bonding until Town Meeting Day will negatively impact 2022 construction season.
- 3.5M (included in bond proceeds) helps us leverage over \$60M in State and Federal Transportation Grant funds over the next 3 years.



How does the General Obligation Bond support our Capital Needs?

Replacing & Restoring Key City Assets

- Enhanced street and sidewalk maintenance
- Replace three fire engines
- Re-open or Re-envision Memorial Auditorium
- Replace Public Safety Infrastructure

Advancing NetZero Goals

- Safer streets for active, multimodal transportation
- Addressing deferred maintenance in our City buildings to move toward our NetZero Energy goals



Proposed GO Bond Capital Plan Investments

These projections are estimates. Final allocations of bond proceeds between different assets and projects will be determined by City Council action during the annual budgeting process.

▶ Sidewalks enhanced funding	\$ 2,700,000
▶ Streets enhanced funding	\$ 1,400,000
▶ IT	\$ 1,500,000
▶ Bike Infrastructure & Intersection improvements	\$ 2,500,000
▶ Local Match for Grants	\$ 3,500,000
▶ Bridges	\$ 2,500,000
▶ Project Management	\$ 400,000
▶ Civic Buildings	\$ 6,000,000
▶ Parks	\$ 3,000,000
▶ Fleet - firetrucks, snowplows, sidewalk tractors	\$ 2,200,000
▶ Public Safety infrastructure	\$ 4,300,000
▶ Memorial	\$10,000,000
Total Request:	\$40,000,000
Three Year Request:	\$40,000,000



The City's infrastructure investment needs are over \$151M over the next 3 years, requiring an additional \$111M from other revenues.

	Street Capital Tax	Traffic	Federal Infrastructure Bill	ARPA	Federal & State Transportatio n Grants	Bond Proceeds	Penny for Parks/Impact Fees	Annual Bond Proceeds	Annual Vehicle Leasing	Total
Streets	\$ 7,800,000	\$ 450,000	\$ 11,600,000		\$ 58,000,000	\$ 1,400,000				\$ 79,250,000
Sidewalks			\$ 3,400,000		\$ 3,000,000	\$ 2,700,000				\$ 9,100,000
Bridges			\$ 4,300,000			\$ 2,500,000				\$ 6,800,000
Intersection Improvements/Bike Infrastructure			\$ 5,000,000			\$ 2,500,000		\$ 500,000		\$ 8,000,000
Local Matching Investments						\$ 3,500,000		\$ 2,000,000		\$ 5,500,000
IT Infrastructure						\$ 1,500,000				\$ 1,500,000
Project Management						\$ 400,000		\$ 2,000,000		\$ 2,400,000
Fleet						\$ 2,200,000			\$ 6,000,000	\$ 8,200,000
Civic Buildings				\$ 4,000,000		\$ 6,000,000		\$ 1,500,000		\$ 11,500,000
Public Safety						\$ 4,300,000				\$ 4,300,000
Parks, Recreation & Waterfront						\$ 3,000,000	\$ 1,737,000			\$ 4,737,000
Memorial Auditorium						\$ 10,000,000				\$ 10,000,000
Total	\$ 7,800,000	\$ 450,000	\$ 24,300,000	\$ 4,000,000	\$ 61,000,000	\$ 40,000,000	\$ 1,737,000	\$ 6,000,000	\$ 6,000,000	\$ 151,287,000



Responsible Fiscal Management

Summary of Projected Debt and Impact of Proposed \$40M Bond

		2022	2023	2024	2025	2026	2027
Projected City Debt (\$,000)		\$ 84,184	\$ 102,775	\$ 110,479	\$ 107,417	\$ 104,035	\$ 100,446
Projected BSD Debt (\$,000)		\$ 43,170	\$ 43,324	\$ 53,415	\$ 72,987	\$ 91,691	\$ 97,834
Total Projected Debt (Excluding TIF)		\$ 127,354	\$146,099	\$ 163,894	\$ 180,404	\$ 195,726	\$ 198,280
Ratios - City GO Debt	Target						
Debt / FV	1.75%*	1.55%	1.85%	1.94%	1.84%	1.74%	1.64%
Moody's Score		Aa	A	A	A	Aa	Aa
Debt / Op Rev	1.50	1.04	1.25	1.33	1.27	1.21	1.15
Moody's Score		A	A	A	A	A	A
Ratios - City GO and BSD Debt	Target						
Debt / Full Value	4.00%	2.35%	2.63%	2.88%	3.09%	3.27%	3.23%
Moody's Score		A	A	A	A	A	A
Debt / Op Rev	3.00	0.75	0.85	0.94	1.02	1.09	1.09
Moody's Score		A	A	A	A	A	A

* The City's Debt Management Policy, adopted in 2018, allows for a maximum of 2.00% if approved by City Council upon findings for reasons for exceeding target, expectations for length of time will exceed target, and plan to bring back within target.



How will this effect tax payers?

A taxpayer with a median priced home (\$379,100) would see a modest tax increases over time to pay for the \$40M bond, beginning at less than \$7 a month in 2023, and a maximum increase of about \$13 a month in 2025.

Year	Increase in Annual Tax Payment
FY 23	\$ 79.24
FY 24	\$ 120.52
FY 25	\$ 159.52
FY 26	\$ 153.69
FY 27	\$ 146.87
FY 28	\$ 136.84
FY 29	\$ 126.67
FY 30	\$ 65.30
FY 31	\$ 41.99



Next Steps, Approval for \$40M in GO Bonds

An Infrastructure Plan for a Rising City

- Introduced to DPW, Library, Police, Parks, and Fire Commissions, as well as TEUC & Trusted Community Voices in August.
- Letters of support received from various commissions
- Seeking approval from the Board of Finance and City Council September 27th.
- Meet with Commissions and NPAs in September & October.
- Special election for voter approval on December 7th.